

An aerial photograph of Mission Bay in San Diego, showing the bay, surrounding urban areas, and the University City waterfront. The text "Mission" is overlaid in large, bold, black letters with a red outline.

Mission

Bay &

LC

Hheadquarters

Visionary Plan



MB & LGH

☐ Marina Fires and Rescue

- ☐ History & Risks
- ☐ Deficiencies, Issues & Tactics, Trends
- ☐ Recommendations

☐ Marina Security and Enforcement

- ☐ History & Risks
- ☐ Deficiencies, Issues & Tactics, Trends
- ☐ Recommendations

☐ Training Section & Telestaff Team

- ☐ History
- ☐ Deficiencies, Issues
- ☐ Recommendations





Marina Fires & Rescue

History & Risks

- ❑ Marina/Boat fires cause millions of dollars in damage even in a moderately sized fire, in a relatively short period of time as compared to structure fires. (i.e. the Gig Harbor Marina fire caused **\$9.3 million** dollars in damage).
- ❑ Present significant HazMat and environmental issues during the initial attack , overhaul and salvage stages.
- ❑ Present additional risks to firefighters from the environment when attempting to fight these fires. From trip and falls into the water, difficult access and limited escape routes, to cramped and restricted cabin and bulkhead areas on vessels.
- ❑ Present additional difficulties with rescuing individuals in the water (firefighters and/or victims) and with removing exposures).

~ Marina/Boat Fires are “*particularly ferocious*”, fast moving and difficult to combat.

~ From a firefighter perspective most pleasure craft are *floating vessels with flammable liquids encased in a flammable shell complete with an electrical system for ignition*

~ Require a different training philosophy than land based operations



Marina Fires & Rescue

Deficiencies, Issues & Tactics, Trends

- ❑ Currently only have **one** functioning fire boat, Marine II, and its reliability is questionable (*50% per BSU staff*)
- ❑ Marine I only has one functioning engine, and replacement no longer manufactured or maintained.
- ❑ Multiple fireboat tasks limit its current crew of two lifeguards to provide an effective fire fighting and rescue response (*must choose between one or the other*)
- ❑ Current staffing policies violates OSHA “Two In, Two Out” rule.
- ❑ Current winter and night crew staffing levels prohibit response to multiple calls for assistance within immediate area of response.
- ❑ Fireboat design is incorporating **smaller, faster more versatile** design principals, configured for multiple operational roles (search & rescue, dive ops, pump outs, assisting disabled boaters, HazMat mitigation, harbor safety patrols/enforcement). Correlates with CityGate’s recommendation for Multi-Unit Effective Response Forces.
- ❑ Cities/Agencies are reliant on **mutual aid agreements** to combat larger fires and/or rescue and support roles. ***Our crippled fireboats create a broken link in the fire/response network relied upon to ensure port/harbor safety in the county.***
- ❑ Play a **vital support role** in major disasters (earthquake, tsunami, airline crash, bombing). i.e. Fireboats pumped **5.5million** of gallons of water to land based crews to fight fires after the Loma Prieta earthquake.
- ❑ Land based and water based assets need to train and work together for an effective marine fire response.



Marina Fires & Rescue

Recommendations

- ❑ Pursue **expedited** bid process for purchase of new Marine Firefighting boat. (consult with SD Harbor Police about their vetted bid results and MetallCraft Marine.)
- ❑ Complete repowering of Marine I with diesel motors
- ❑ Complete overhaul of Marine II, and utilize as training and reserve vessel.
- ❑ Marine Fire **1st Alarm** response should include **2 Fire Boats** and **1 Rescue Vessel**. (1st Fire Boat should arrive on scene within 7:30 min with 2nd arriving within 10:30 from receiving call per CityGate recommendations)
- ❑ Increase **Night Crew** staffing by **2** per day. To permit effective and safe marine rescue/fire response.
- ❑ Increase **BSU** staffing by **2** per day to effectively staff Fast Response Lifeguard Boat Squad.
- ❑ Upgrade and continued integration discussion of LCC and FCC per results of Dispatch Audit.
- ❑ Implement training policies to conduct **joint training scenarios** with SD Fire, Lifeguards and Harbor Police personnel. (Firefighter safety and survival in shipboard and marine environments **depends** on thorough, scenario based training **before** and emergency)

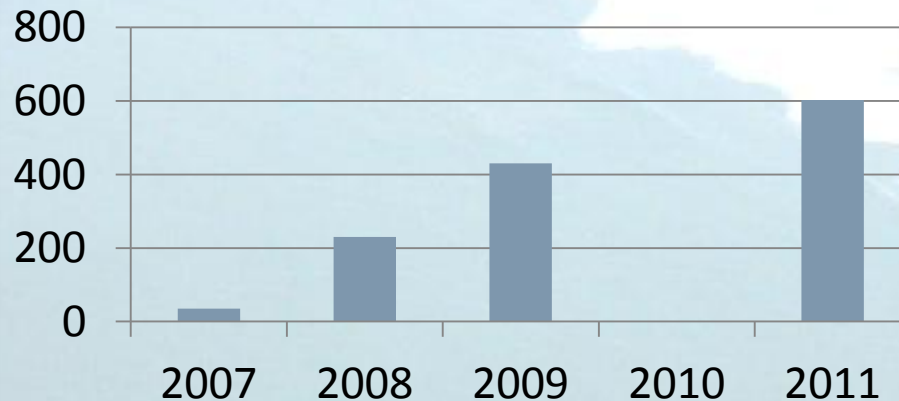


Harbor Security & Enforcement

History & Risks



Maritime Smuggling Apprehensions



- ❑ Lifeguard Chief is designated Harbormaster of Mission Bay
- ❑ Lifeguard's are designated Harbor Police per 830.33 of the CA Penal Code and SD Municipal Code 63.20.6
- ❑ Marked **increase** of 161% in smuggling traffic, human and narcotics, since 2008 in San Diego area waters. (several incidents in past months have put Lifeguard personnel at risk).
- ❑ Elimination of SDPD Harbor Unit has left Lifeguards as the primary enforcement presence on Mission Bay to enforce boating laws and safety.
- ❑ Only harbor in So Cal with out immediate armed safety /security personnel.
- ❑ Expansion and addition of **MLPA's** off San Diego (Point Loma, Bird Rock/NPB, and LJ)
- ❑ BSU PRND (Personal Radiological/Nuclear Detection) trained and equipped
- ❑ Addition of Homeland Security Grant funded camera system to Mission Bay and Oceanfront . (Watch Center with no immediate armed enforcement).



Harbor Security & Enforcement Deficiencies, Issues & Tactics, Trends

~ Maritime enforcement is a unique subset of law enforcement that requires significant additional training and skill sets to perform effectively.

~ Homeland Security Task Forces are critical to long-term harbor and port security and safety.

- ❑ Insufficient **winter** and **nighttime** staffing levels to provide proactive safety/enforcement patrols of Mission Bay. (Most days the BSU operates in a reactionary mode).
- ❑ Harbormaster vessel, marina and leasee **safety checks** and **enforcement** is performed on a “catch when catch can” basis. (Sergeants, 1 assigned per day, operational and administrative responsibilities exceed the abilities to manage all Harbormaster duties)
- ❑ Majority of enforcement contacts, land or water, are done without an available Lifeguard **cover officer** at considerable risk to officer safety.
- ❑ Insufficient enforcement **backup** on Mission Bay. (Closest response is a former SDPD Harbor Patrol personnel, if on duty, that responds and is transported to the scene by Lifeguard vessel from an available dock or USCG)
- ❑ Limited and piece-meal enforcement refresher and base line training due to lack of budgetary funding.
- ❑ Trained Firefighters and Fireboats are **“bolstering”** and playing a larger role in Homeland/Port Security (HazMat, WMD/Bomb Threat, and PRND response).
- ❑ Municipalities are increasingly searching for and obtaining federal grant money to improve harbor and port security.
- ❑ Improved and specific **maritime/port security training** has been developed since 9-11.
- ❑ Maritime enforcement tactics have progressed to **multi staffed** vessels for officer safety reasons.

Harbor Security & Enforcement Recommendations



- ☐ Add additional Sergeant to BSU staff to assume Harbormaster duties. (could also be tasked with Scheduling duties)
- ☐ Train 10-12 Lifeguards to P.O.S.T. Level 1 Peace Officer status (staffing 2-3/day) to provide effective safety/enforcement patrols of Mission Bay and support of Oceanfront personnel. (would permit involvement with OHS Task Forces and access to OHS Grant Funds).
- ☐ Add additional Nora guard to enable effective patrols in evening while maintaining officer safety.
- ☐ Reestablish SDPD Harbor Patrol on Mission Bay during summer months and base officers out of MBLG HQ. (would assist with bridging gap in enforcement coverage, officer safety and provide guidance and training to Level I Lifeguard (Marine) Officers)
- ☐ Provide administrative office space for OHS Officers at MBLG HQ and adequate facilities as a declaration port of reentry. (further substantiate access to OHS Grant Funds)
- ☐ Continue upgrades to LCC to accommodate watch center cameras and training to personnel to effectively manage all LCC equipment.
- ☐ Continue and formalize "ad hoc" working relationships with OHS Agencies (Border Patrol, ICE, DEA, USCG).
- ☐ Establish rescue response MOU with USCG.
- ☐ Additional Training Budget for base line and refresher enforcement training, and CA DBW classes.

Training Section, Telestaff Team & Relief Staffing

History, Deficiencies/Issues



Training Section

- ❑ Created after training incident, and recommendation of 128 report.
- ❑ Consisted of 1 Sgt and 1 LG III (winter) doing the duties of 1 Sgt. And 2 LG III's.
- ❑ Currently violating the recommended 128 Reports recommended changes to Training Section meant to improve accessibility, effectiveness and safety of training.
- ❑ Current budget isn't sufficient to provide mandatory CE training and needed succession training.

Telestaff Team

- ❑ Created after the implementation of automated scheduling system.
- ❑ Currently consists of 2 Lt. 1 Sgt. and 4 LGII's., replacing the duties of 1 Sgt.
- ❑ Creates issues with peer to peer notification of policy violations.

Relief Staffing

- ❑ Current shortages in RL Lifeguards is generating an average of 35 OT shifts/week with in a staff of 85 Lifeguards.
- ❑ Personnel are being denied grant funded training opportunities because insufficient RL are available to cover vacancies.
- ❑ Designed with intention of utilizing emergency call back to fill day off vacancies. Especially within the Sgt. rank.

Training Section & Telestaff Team

Recommendations

Implementation:

- Priority 1:** Restore 3 RL, Scheduling Admin Sgt. (41 Sam)
Add 2 24hr Personnel /day
Add 2 Lifeguard Boat Rescue Squad Personnel
New Fire Boat and Marine I funding
Seek grant funding sources
- Priority 2:** Restore Training Section personnel (1.5 FTE's)
Position ourselves to access greater funding from OHS. (SDPD HP at MB, P.O.S.T. Level One trained Lifeguard Personnel, MBLG HQ as OHS Watch Center)
Add 1 RL Sgt.
Add 1 Nora Guard
LCC upgrades and training
- Priority 3:** Additional funding for Training Section
Fund upgrades to LCC

Training Section

- ☐ Restore Training Section staff to meet minimum 128 Report levels (1 Sgt. And 2 LGIII's).
- ☐ Add funding to Training Budget to give greater flexibility to different training academies.

Telestaff Team

- ☐ Conduct efficiency study to determine if sound business practices are currently being used.
- ☐ Restore Admin/Scheduling Sgt. personnel.

Relief Staffing

- ☐ Add 3 RL Lifeguard Personnel